

Millcreek

TRAFFIC CALMING PROGRAM



MILLCREEK PUBLIC WORKS DEPARTMENT
Engineering Division

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1. Introduction

a. In response to numerous complaints about speeding problems in neighborhoods, and requests to implement Traffic Calming Devices or other Speed Reduction Programs, the Millcreek Public Works Department has studied several different physical devices, information/education methods and the programs of other jurisdictions to address the complaints. Some of the devices and methods are as follows:

i. Physical Devices

- (1) Speed Humps
- (2) Traffic Circles
- (3) Street Narrowing
- (4) Street Medians
- (5) Traffic Bulb-Outs (small/short street medians)
- (6) Raised Intersections
- (7) Raised Crosswalks

ii. Non-Physical and Information/Education Methods

- (1) Increased Enforcement
- (2) Educational Outreach Program
- (3) Neighborhood Pace Car Program
- (4) Pavement Marking
- (5) Signage

It is necessary for each neighborhood requesting a traffic calming program to try non-physical measures first before a commitment to physical traffic calming features will be considered. This could include the use of speed trailers, commitment to the Neighborhood Pace Car Program, increased speed enforcement, neighborhood speed sandwich boards, or other educational and nonphysical measures.

b. It is apparent from the studies conducted, that communities approach Traffic Calming in a different way. Some communities use only Speed Humps, some use Traffic Circles, some use a combination of devices and others do nothing at all. Millcreek's program will involve the residents of the neighborhood to develop a Traffic Calming Plan that works for the majority of the neighborhood and will utilize several different devices and methods to combat the speeding problems in our local neighborhoods.

c. If physical devices are chosen by the neighborhood as the method of Traffic Calming, the installation of these physical devices will be per nationally published information by the Institute of Transportation Engineers, the Federal Highway Administration, State Transportation Officials, and other local

Transportation Officials. In keeping with the general recommendation of the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration, uniformity aids in the recognition and understanding of traffic control devices. Strict adherence to the standards and guidelines outlined in this program and the MUTCD will help ensure that the physical devices installed will be equally recognizable and require the same action on the part of the traveling public regardless of where in the City it is encountered.

- d. The use of Stop Signs and multi-way Stop Signs will not be used as a means for controlling speed. The MUTCD and the Traffic Engineers Handbook have established specific warrants for installation of Stop Signs, and multi-way Stop Signs. These warrants were developed to assist in determining whether or not Stop Signs could help assign right-of-way at higher volume intersections, reduce an accident problem, or fill in as an interim measure until traffic signals could be installed (in the case of a multi-way Stop Sign installation). Considerations outside established warrants are restricted intersection sight distances, and school crossings. Many national studies have shown that Stop Signs are not an effective technique for controlling speeds and should not be used to reduce traffic volumes, or simply to satisfy citizen demands. It should be remembered that stop signs constitute one of the most significant means of separating and controlling traffic movements and their use should be carefully considered.
- e. Given that there is a limited amount of money budgeted and limited City staff time allocated for the implementation of the Traffic Calming Program, the Program will establish a process for determining where and when Traffic Calming devices will be constructed. All Neighborhood Traffic Calming Plans which included physical devices will receive final approval through the City budget process before implementation.
- f. For the purposes of the Traffic Calming Program, an “affected neighborhood” shall be defined as all properties located within one thousand (1000) feet of any Traffic Calming Device as well as other streets that may be impacted.

2. Qualifications for Traffic Calming Plan Development

- a. To be eligible for the development of a physical Traffic Calming Plan, the road or street segment must meet the following qualifications:
 - i. It must be classified as a Local Road or Street as defined in the Development Code or City Transportation master Plan. Collector Roads may be eligible but are limited to raised crosswalks, raised

intersections, and medians for physical devices. Freeway Frontage Roads and Arterial Road are not eligible.

- ii. It may not have more than two travel lanes – one each direction.
 - iii. Traffic volumes must be between 400 and 2000 vehicles per day.
 - iv. The total number of units in the neighborhood or subdivision must be at least 50% occupied.
 - v. A Traffic Speed Study must show that speeding is a problem based on the standard of an 85th percentile speed of at least 7 mph over the posted speed for minor local roads and streets (road widths of less than 30 feet), and 11 mph over the posted speed limit for major local roads and streets (road widths of 30 feet or more). (A waiver of the Traffic Speed Study may be granted by the Millcreek City Council if 90% of the residents in the “affected neighborhood” as defined in Section 1(f) request, via petition, that a Traffic Calming Plan be developed. Such a waiver would receive the lowest priority for funding.)
 - vi. It must meet the design criteria for the construction of the Traffic Calming Device.
- b. Road or Street segments that do not meet these qualifications cannot be considered for the development of a physical Traffic Calming Plan. The Engineering Division and the Unified Police Department will assist with educational and enforcement methods of reducing speed to the best of their ability.
- c. The Millcreek Public Works Engineering Division will perform an accident study to look at any speed related crashes, crash patterns, and severity of crashes within five hundred (500) feet and the last five (5) years of the speed study area. If there are “fatal” or a number of “serious” injuries related to high speeds, then action will be taken.

3. Application Process

- a. The Millcreek Public Works Engineering Division will collect existing Traffic Data on City Roads and Streets when 1) requested in writing by the Community Council representing the area; 2) requested in writing via petition by at least 67% of an “affected neighborhood” (defined in Section 1(f)) of any City Road or Street Segment as defined in the City Road

Inventory); 3) requested by the Millcreek City Council, the Public Works Director, or the Unified Police Department. The written request should identify a contact person, their address, email and phone number.

- b. Upon receipt of a qualifying written request to develop a Traffic Calming Plan, the Millcreek Public Works Engineering Division will conduct a Traffic Study of the Road or Street Segment(s) to determine if the Road or Street segment meets the qualifications for physical Traffic Calming devices. Written notice of the results of the Traffic Study will be forwarded to the contact person. If the project meets the qualification criteria, a presentation will be made by the Public Works Engineering Division to the Community Council representing the area. Additional neighborhood meetings may be held if required.
- c. The Community Council will review the non-physical and physical Traffic Calming options available, and an initial phased Plan, including non-physical and physical elements will be formulated. The implementation of the non-physical elements may require the Community Council to assist the Unified Police Department and the Public Works Engineering Division with its implementation. After a 6-month period of evaluation of the non-physical measures, another speed survey will be conducted of the “affected neighborhood.” If the speed criteria noted in Section 2(a)(v) is still being exceeded, the Public Works Engineering Division will prepare preliminary drawings of the physical Traffic Calming measures previously developed by the neighborhood committee including proposed devices, locations, and preliminary detail drawings of the devices. The Plan will then be reviewed and/or revised by the Community Council until a consensus on the Plan is reached.
- d. The Public Works Engineering Division will solicit comments on the Plan from the Unified Police Department and Unified Fire Authority.
- e. Each property within the “affected neighborhood” will receive written notice of a meeting to discuss the Traffic Calming Plan developed. The Plan will then be presented to the “affected neighborhood” at the Community Council for comment. Revisions to the Plan can be made based on comments received at the Community Council. The revisions recommended by the Community Council, if any, may be included in the Final Traffic Calming Plan.

4. Traffic Calming Plan Ranking

- a. Given that there is a limited amount of money budgeted and City staff time allocated to the implementation of the Traffic Calming Program, Road and Street segments that qualify for Traffic Calming Plan Development are scored based on Traffic Calming Plans for the Scoring Chart shown below and given a ranking for prioritizing the project. Road and Street segments that have the highest ranking will be developed first. The ranking also establishes a priority for funding Plans which receive approval of the “affected neighborhood.”

Scoring Chart

Criteria	Points	Basis for Point Assignment
Speed	0 to 40	Five (5) points given for each mph over the 85 th percentile plus 6 mph for minor local roads, and 11 mph for major local roads
Volume	0 to 20	One (1) point assigned for every 40 vehicles over 400 for Traffic Volumes between 400 and 1,400 ADT; for volumes over 1,400 ADT, 30 points assigned
Sidewalks	0 to 10	Zero (0) points assigned if sidewalks on both sides of the road segment; Five (5) points assigned for sidewalk on one side of the road segment; Ten (10) points assigned for no sidewalks along road segment
Crash History	0 to 30	Five (5) points given per speed related accident within 500 feet of the speed study area and within the past 5 years

5. Traffic Calming Project Selection

- a. Proposed Traffic Calming Projects which receive a 67% or greater approval from the “affected neighborhood” are presented to the Millcreek City Council (Council) during one of their regularly scheduled meetings as an Agenda item for their consideration. The proposed Plan is presented to the Council along with the scored ranking, an estimated cost for construction, and comments received on the proposed project by the Unified Police Department and the Unified Fire Authority. The Council will consider the information presented and make the Final Project Selection.

- b. Neighborhoods which are approved for a traffic calming program based the Community Council’s recommendation and the Council’s approval shall first have the installation of a temporary test measure of the proposed features for a period of one month. During the testing period, informational signage notifying motorists of the effort to develop a calming plan for the subject streets will remain in place to encourage street users to provide comments on the measures being tested. The intent of the test period is to allow the neighborhood to experience the traffic calming measures and their effectiveness prior to their permanent installation. Before and after speed studies will be conducted and shared with the neighborhood at a follow-up meeting. The “affected neighborhood” must again have a 67% or greater approval from the “affected neighborhood” prior to proceeding to the installation of permanent traffic calming features.
- c. Proposed Traffic Calming Projects which meet the qualifications and have at least 67% approval of the “affected neighborhood” but are not selected because of budget constraints, may 1) request that the City place the project on the list for consideration for the next budget cycle; 2) pay the cost to construct the Traffic Calming Plan. The “cost” to construct the Project will include a 10% contingency.
- d. If the “affected neighborhood” chooses the option to pay the cost to construct the Traffic Calming Plan, the City must receive a 50% deposit of the estimated construction cost prior to beginning the Construction Plans and Specifications. Once the Project is designed and ready for advertisement, the Final Plan will need to be reviewed and approved by the Community Council, and the balance of the cost of the Project will need to be deposited with the City.
- e. Any money left over at the conclusion of the Project will be returned to the payees on a prorated basis.
- f. The “affected neighborhood” must determine how to collect the money needed to construct the Project. Special Service Districts will not be considered.

6. Project Evaluation

- a. Six months (\pm depending on weather conditions) after construction is complete, the Engineering Division will evaluate the effects of the project with a follow-up Traffic Study, and an evaluation of any complaints, and/or compliments received. If any unacceptable or un-mitigatable impacts are identified, corrective measures will be reviewed with the Community Council and recommended to the Millcreek City Council.

- b. The Traffic Calming Devices can be recommended for removal if 1) the City Engineer determines that they are ineffective or unsafe, or if they have created a negative impact that cannot be corrected; 2) the “affected neighborhood” presents a petition to the City with 67% of the property owners requesting the device removal. The final decision to remove the Traffic Calming Devices will be by the Millcreek City Council.

Appendix B - Petition Form

Millcreek City TRAFFIC CALMING PROGRAM:

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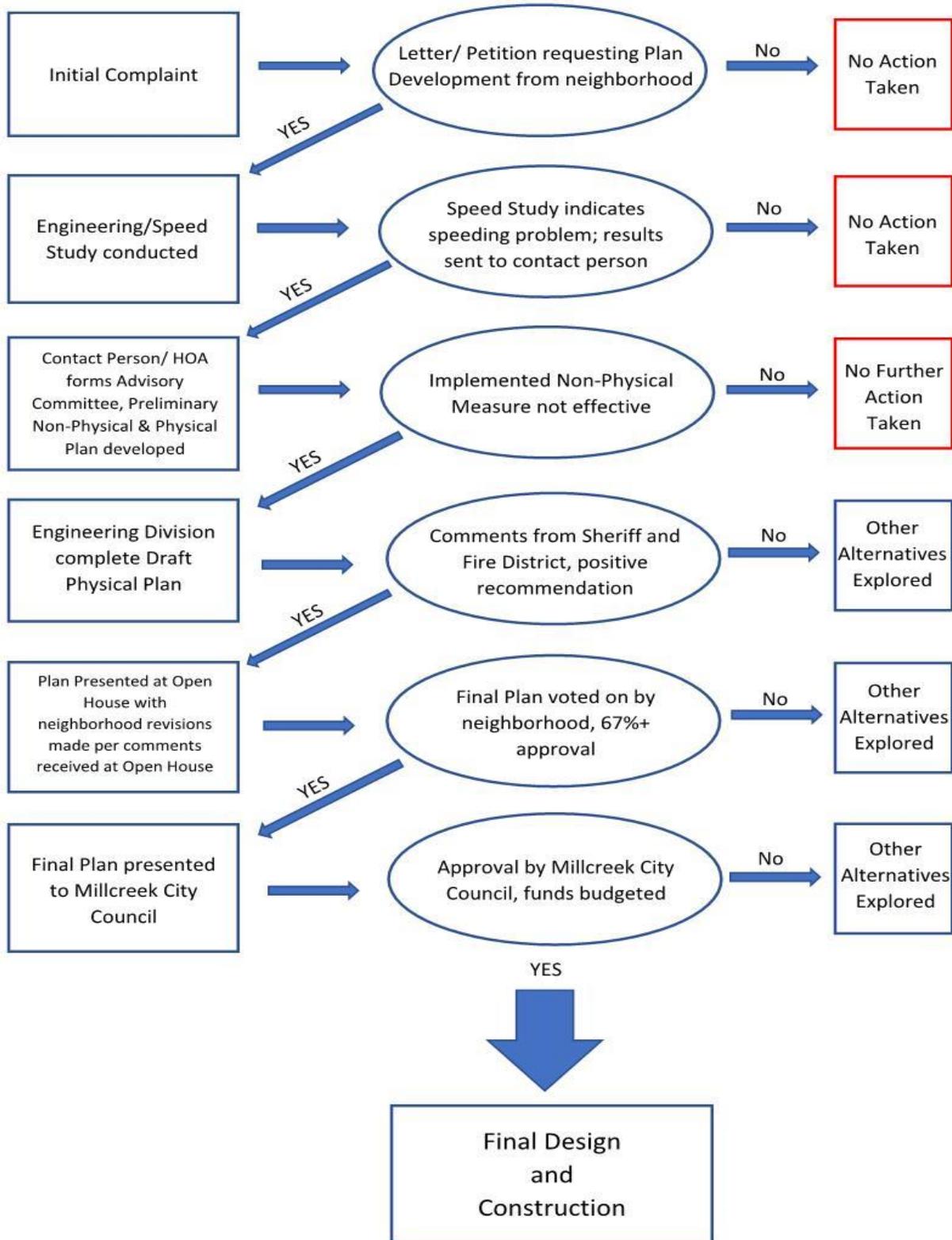
Subdivision: _____

The objective of the Millcreek City Traffic Calming Program is to provide property owners a process to develop a Traffic Calming Plan on City maintained neighborhood roads, where engineering studies indicate that their use would meet the desired results of reducing neighborhood speeds and their installation is favored by at least 67% of the property owners in the “affected neighborhood.” An “affected neighborhood” is defined as all properties located within one thousand (1000) feet of any Traffic Calming Device.

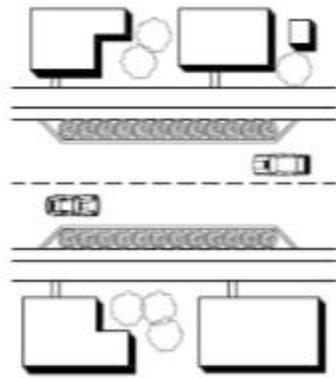
In order to begin the process of developing a Traffic Calming Plan, a petition must be submitted to the Office of the City Engineer. All of the property owners in the Subdivisions “affected neighborhood” should be contacted and given an opportunity to sign the petition, indicating their “yes” or “no” concerning the development of a Traffic Calming Plan.

All owners must sign individually. This includes owners of undeveloped lots; renting tenants are not an acceptable substitute for the legal owner of the property. No signature will be withdrawn from the petition after it is filed with the Engineering Division. The purpose of the witness’ signature is to verify the signatures of the property owners, if in question. The percentages will be calculated, based on individual lots where owners sign in the affirmative, divided by the total lots contained in the “affected neighborhood.” At least 51% of the property owners must vote in favor of developing the Traffic Calming Program.

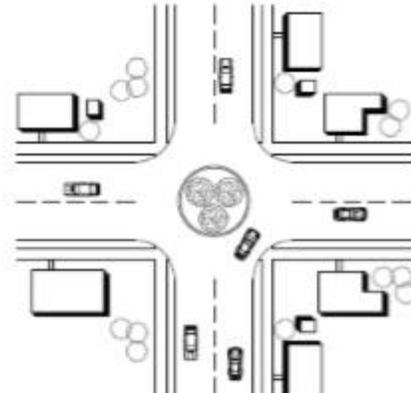
Appendix C – Program Flow Chart



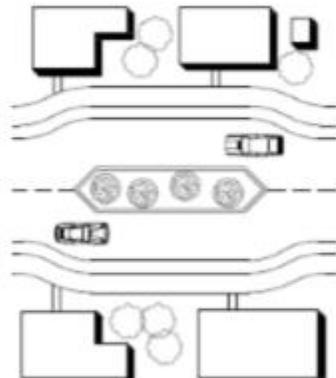
Appendix D – Typical Traffic Calming Devices



13(a) Street Narrowing



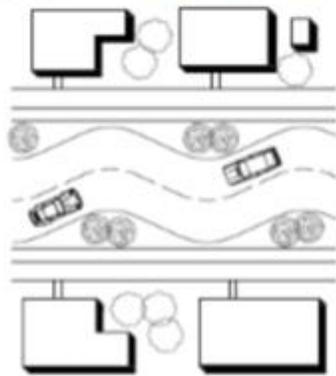
13(b) Traffic Circle



13(c) Median Bulb-Outs



13(d) Speed Humps



13(e) Curvilinear Re-Construction



13(f) Raised Intersection